Groceries, Provisione, &t.

A FRICAN GINGER, of prime quality, in lots to make buyers, for make law, by ARCHER & BULL, No. 177 Water-st.

GUINNESS & SON'S EXTRA

DOUBLE STOUT AND PORTER, In Imperial Pints and Common Pints, BY THEIR SOLE AGENT FOR THE UNITED STATES. C. E. HABIGHT, No. 127 Pearle.

IMPORTANT TO EVERYBODY. we bbla REFINED WHITE and YELLOW SUGARS, whelease and Resall, at Refiners' prices.
Bells. NEW-ORLEANS MOLASSES, cheaper than any uses to New York.

THOMAS R. AGNEW, (Successor to J. O. Fowler & Co.),
Nos. 250 Greenwich and 28 Murray-sis.

Scode delivered free.

COAPS and CANDLES. J. C. MULL & SONS, Formerly W. Hull & Son, Nos. 186, 110, 112 and 114 Chiff-st., N. Y., Manufactures of EXTRA PANILY AND PALE SOAPS, Over Eighty varieties of Over Eighty varieties of *
FANCY SOAPS.
"THE IMPERIAL LUBRICATING OIL."

Hanges.

KANE'S RANGE and HEATER COMBINED.

ANE SHANGE and HEATER COMBINED.
PATENTED SEPTEMBER, 1898
The most USEFUL and ECONOMICAL RANGE yet introduced.
CHARLES KANE, No. 319 Bowery, begs leave to inform the public that he has introduced one of the most USEFUL and ECONOMICAL RANGES yet invented. It needs no comment or puffing; laking equal to the Brick Oven, and Heating the room above. The model is neat and simple in its arrangement, and works with admiration, an numbers who have had them pit up testify to, having Certificates, which can be seen at his store.
CHAS. KANE, No. 319 Bowery.

Ocean Steamers, &c.

UNITED STATES MAIL steamship VANDERBILT, for Havre via Southsmpton, will sail from Pier No. 3 North River, precisely at 4 p. m. on SATURDAY, Aug. 27, with mails, passengers and specie for France and England.

D. TORRANCE, No. 5 Bowling Green.
Freight and passage reduced.

THE NORTH GERMAN LLOYD'S STEAM-BREMEN, H. Wassens, Commander, will sail positively, carrying the U. S. Mail, on SATURDAY, Sept. 3, at 12 m.,

BREMEN VIA SOUTHAMPTON, LONDON, HAVRE, SOUTHAMPTON and BREMEN, LONDON, HAVRE, SOUTHARD
First Cabin, \$100; Second Cabin, \$60; Steerage, \$35.
For Freight or passage, apply to
GELPCKE, KEUTGEN & REICHELT,
No. 34 Broadway.

Erich not secured until paid for.

An experienced Surgeon on board.

The owners of these ships will not be accountable for Gold

Biver, Bullion, Specie, Jewelry, Freshous Stones or Metals, un
ass sills of Isding are signed therefor and the value theree
therein expressed. For freight or passage apply 10

E. CUNARD, No. 4 Bowling Green.

LOOK AT THESE PRICES of the NEW LINE

A for CALIFORNIA.

Steerage, \$50; Second Cabin, \$75; First Cobin, \$100, including Railroad Ticket.

The favorite Steamship NORTHERN LIGHT, Capt Tinkle-paugh, will leave from Pier No. 3 North River, MONDAY, Sept. 5, at 2 o'clock p. m., connecting via Panama Railroad with the steamship on the Pacific Ocean.

Extra steamer of this line always at Panama, insuring prompt connection at the Lethous.

teamship on the Pacific Ocean.

Extra steamer of this line always at Panama, insuring prompt connection at the Isthmus.

The "North Star" will succeed the "Northern Light," and save New York 20th Sprember.

For freight or passage apply to D. B. Allen, Agent, No. 5 Sowling Green, New York City.

N. B. All persons are forbid trusting any one on account of hashows higher convent.

REGULAR THROUGH LINE TO CALIFORNIA, via PANAMA, on the 5th and 20th of every
much, by the Steamships ADRIATIC, ATLANTIC, and BALTIC (formerly in the Liverpool line).—The above unrivaled
steamships, owned by the NORTH ATLANTIC STEAMSHIP
COMPANY, are now being fitted up for the California trade, one
of which will leave the wharf foot of Canalst, on the 5th of Ootober, at 2 p. m., and semi-monthly thereafter. The rates of
masage and freight will be as reasonable as by any other line.
They have large freight capacity, and the arrangements for the
comfort and health of the passengers will be such as to challenge
comparison. An experienced Surgeon will be attached to each
ship.

CREAT REDUCTION.—THE VANDERBILT

BURDPEAN LINE UNITED STATES MAIL STEAMBHPS asil every forthight between New-York, Southampton
and Havre, under mail contract, leaving this side, each alternate
BATURDAY, and the other side each alternate WEDNESDAY.

FROM NEW-YORK.

VANDERBILT, Lefevre... Saturday, Aug. 27
Asien., Wilson...... Saturday, Sept. 10
Ceras Oners, Seabury Saturday, Sept. 24 (Wednesday, Sept. 14
These Steamships have water-tight compariments.

Price of Passage either way the same, viz.:

VANDERBILT—lat cabin, \$100 and \$80; 2d cabin, \$50.

ARIEL—lat cabin, \$50; 2d cabin, \$50.

ARIEL—lat cabin, \$50; 2d cabin, \$50.

Certificates of Passage issued from Europe to America. Specie
delivered in London and Paris.

D. TORRANCE, Agent, No. 5 Bowling-green.

New-York.

Cotton and other Goods taken on freight at current rates.

STEAM to LIVERPOOL and LONDON, calling at CORK to land and embark letters and passenger. at CORK to land and embark letters and passengers. The verpool, New-York, and Philadelphia Steamanip Company's lendid Clyde built Iron Screw Steamanips are intended to sail

FROM NEW-YORK.

CITY OF BALTIMORE. Saturday, August 27.

CITY OF WASHINGTON. Saturday, September 10.

KANGAROO. Saturday, September 34.

At 12 o'cleck, noon, from Pier No. 44 N. R.

freight or passage apply at the office of the Company.

JOHN G. DALE, No. 15 Broadway, New Yora, Asent.
In Liverpool, to WM. INMAN, Tower Buildings.

No charge for Berths. State Rooms exits, each 91.

The large and commodious ses steamers.

DELAWARE. John H. Coys., Commander.

BOSTON. ORRES SELEW, Commander.

KENNEBEC. THOMAS HAND, Commander.

KENNEBEC. THOMAS HAND, Commander.

One of the above leaves every day.

Goods forwarded to Pittsburgh, Wheeling. St. Louis, Cincinnett, Louisville, and all points South and West, free of commission, and with dispatch. Goods insured by this line at jot 1 per cent. Goods should be marked "OUTSIDE LINE."

Freight received daily till 4:30 'clock.

FREDERIC PERKINS, Agent.

DORTLAND and NEW-YORK .- The new and favorse steamship CHESAPEAKE, Sidney Crowell, commander, will leave Portland every SATURDAY, and New York, from Pier No. 12 N. R., every TUESDAY, at 4 o'clock.
Passage and fare, including state-room, \$5. Running time,

From Fier No. 18. R. Passage and fare, including state-room, \$5. Running time, about \$8 hours. For passage or freight, apply to EMERY & FÜX, FORTLand; H. B. CROMWELL & Co., No. 86 West-st., N. Y. WHITE MOUNTAINS.—This is the most direct and picturesque route from New York to the White Mountains, via Long Island and Vineyard Sounds. The Glen House is only six hours ride from Portland.

FOR SAVANNAH and FLORIDA-U. S. MAIL LINE.—The favorite steamship FLORIDA, Cap. Isaac Crowell, will leave on SATURDAY, Aug. 27, at 4 p. m., from Pier No. 4 N. R. Through tickets given to Montgamery, Celumbus, Atlanta, Albany and Masoon. Bills of Lading signed only or board. For freight or passage, apply to

only on board For freight or passage, apply to SAMUEL L. MITCHILL & SUN, No. 13 Broadway. FOR SAVANNAH AND FLOCIDA.-The Ame TOR SAVANNAH AND FLOCIDA.—The American Atlantic series Resembly Company's new and favorite steemably MONTGOMERY. F. Crocker, (Commander, will leave Pier No. 12, N. R., on THURBDAY, August 23, at 4 o'clock p. m. Cobin passage to Savannah, with unsurpassed accommodations. \$15. Though tickets to New-Orleans, \$30. 75; Mobile, \$55; Montgomer, \$26; Albany, \$24; Atlanta, \$25; Columbus, \$25; Moscon, \$21; Augusta, \$20, and principal places in Fiorida at lowest rates. Freight, 10 cents per foot, and proportionate rates insurance one half per cent. Apply 10.

H. B. CROMWELL & CO., No. 25 West-st.

Steamboats and Railroads.

FOR BRIDGEPORT-Fare 50 cents.-The I steamer BRIDGEPORT leaves Peck-slip, E.R., every MONDAY, WEDNESDAY and FRIDAY, at 12 o'clock, noon, arriving in time to connect with Naugatuck, Housetonic and New Haren trains.

FOR BRIDGEPORT.—Fare 50c.—The steamer JOHN BROOKS leaves Peck-slip EVERY DAY at 1 p. m. THOS LOCKYER & Co., No. 113 South-st. DAY BOAT for ALBANY, Steamer ARME-BOM Rect of Harrison et., at 7 o'clock a. m. ROCKAWAY. - The Steamer CERES, Capt. Banker, leaves Catharine Market slip EVERY MORNING at 9 a.m.; Spring-ti., 9:20; Pier No. 4, North River, at 9 f. for EOCKA WAY, returning to the city at 6 j. m. Bring your lines for blue fish. Fare 50 cents.

FOR NEW-HAVEN-By steamers ELM CITY. I from Feck slip at 3 p. m., and TRAVELER at 11 p. m., as fiving in time for the morning trains.

FOR FLUSHING, COLLEGE POINT, ST. P RONAN'S WELL.—The steamer ENOCH DEAN leaves Fulton Market slip at 9½ a. m.; 1½, and 5 p. m. Leaves Flushing at 7½ and 11½ a. m. and 5 p. m. Low fare—15 cents. Excursion tickets to go and return, 25 cents.

FOR HARTFORD.—From Peck-slip at 4. p. m., GRANITE STATE, Mondays, Wednesdays and Fridays; CITY OF HARTFORD, Tuesdays, Thursdays, and Saturdays. FOR GLEN COVE and ROSLYN, Stopping A' at Boyle's Dock. Great Neck and Sands's Point.—The LONG ISLAND leaves James-sip every day at 4 p. m.

DAY BOAT for ALBANY and TROY-Steamer HENDRIK HUDSON, from foot of Jay st., every TUES DAY, THURSDAY and SATURDAY, at 7 a. m.

STATEN ISLAND FERRY-SUMMER AR-D RANGEMENT.—Boats leave STATEN ISLAND every hour from 6 a.m. to 7 p. m. Leave NEW-YORK every hour from 6 a.m. to 7 p. m. Fare, scenta. On fine SUNDAYS boats leave every half hour. BOAT for Greenport, Orient and Sag Harbor.— The reamer CATALINE will leave Oliver Slip, Pier No. 38, 6 o'clock. Freignt taken. GEORGE W. CORLIES, Agent.

FOR GREENPORT—LONG ISLAND RAIL-ROAD.—TWICE DAILy for the Summer. Leave South ferry, Brocklyn, at 10 a. m., Mail., and 3:30 p. m., Express; rej turning, arrive in Brocklyn at 9:20 a. m., Express, and 4:10 p. m., Mail.

NORTHERN R. R. of N. JERSEY-For Piermont, Nyack, Hackensack, Englewood, &c.—Leaves foot of Continuotes: (Sunday excepted) at 8:50 a.m. and 3:50 and 5:50 p. m. Leaves Piermont at 6 and 7:45 a.m., and 3:25 p. SEYMOUR & TOWER.

FOR NORWALK.—The Steamer CONFI-DENCE will, on and after TUESDAY, Aug 30, leave New-York, from foot of Catharine-slip, every TUESDAY, THURS-DAY, and SATUBDAY, at 12] o'clock, touching at Whitestone, City Island, and New-Rechelle, arriving in time to connect with the Danbury Train; also the trains east to Westport, Southport, &c. Fare to Norwalk 39 cta; to Whitestone, City Island, and New-Rochelle, 25 cts.

NEW-YORK AND ERIE RAILROAD.—On' and after MONDAY, Apri. 4, 1859, and until further notice, assenger Trains will leave Pier, foot of Dunne st. as follows, viz. DUNKIRK EXPRESS at 6 a.m., for Dunkirk and Beffa. and principal intermediate Stations.

MAIL TRAIN at 8 a. m., for Dunkirk and Buffalo, and inter-

ROCKLAND PASSENGER at 3:30 p. m., from foot of Harrion-st., via Piermont, for Sufferns and intermediate Stations.

WAY PASSENGER at 4 p. m., for Newburgh, Middletown,

WAY PASSENGER at 4 p. m., for Newburgh, Middletown, and intermediate Stations.

NIGHT EXPRESS at 5 p. m., for Dunkirk and Buffalo.

The above trains run daily, Sundays excepted.

These Express Trains connect at Elmira with the Elmira, Canandsipus, and Nispara Falls Railroad, for Nispara Falls, at Binghamton, with the Sysacase and Binghamton Railroad, for Syracuse; at Corning, with the Buffalo, at Great Bend, with the Delaware, Lackswamm, and Western Railroad, for Scronton; at Hornelbedile, with the Buffalo and New York City Railroad; and at Buffalo and Dunkirk, with the Lake Shore Railroad, for Cleveland, Cincinnati, Toledo, Betroit, Chicago, &c.

NATHANIEL MARSH, Receiver.

NEW-YORK and NEW-HAVEN RAILROAD.

NEW-YORK and NEW-HAVEN RAILROAD.

1859. SUMMER ARRANGEMENT.

Commercing May 23, 1839.

Passengers Station in New-York, corner of 27th-st. and 4th-av.

Entranse on 27th-st.

For New-Haven, 7, 8 a. m. (ex.); 12:45, 3:15 (ex.); 5:50 and

4:45 p. m. For Bridgeport, 7, 8 a. m. (ex.); 12:45, 3:15 (ex.); 5:50, and

4:45 p. m. For Bridgeport, 7, 8 a. m. (ex.); 12:45, 3:15 (ex.);

3:50, and 4:45 p. m. For Milford, Stratford, Fatrifield, Southport

and Westpert, 7 a. m., 12:45, 3:50 and 4:45 p. m. For Norwalk,

7, 9 a. m.; 12:45, 3:15 (ex.); 3:50, 4:45, 5:30, 4:45, 5:30, 6:39 p. m. For Port Cheter and intermediate Sta
tions, 7, 9 a. m.; 12:45, 3:50, 4:45, 5:30, 6:39 p. m.

CONNECTING TRAINS.

For Beston, 8 a. m. (ex.), 3:15 p. m. (ex.) For Camecticut River Rail
road to Montreal, 8 a. m. (ex.), and 3:15 p. m. (ex.) to Northamp
ton. For New Haven, New London and Stonington Railroad at

8 a. m. and 3:15 p. m. For Canal Railroad to Northampton, 8

a. m. (ex.) and 12:45 p. m. For Honestonic Railroad, 8 a. m. sol

3:16 p. m. For Naugatack Railroad, 8 a. m., 3:15 p. m. For

Danbury and Norwalk Railroad, 7, 9 a. m., 3:15 p. m. For

Danbury and Norwalk Railroad, 7, 9 a. m., 3:15 p. m. For

Danbury and Norwalk Railroad, 7, 9 a. m., 3:15 p. m. For

DANES H. H. OVT, Superintendent.

THE REGULAB MAIL LINE VIA STONING-THE REGULAB MAIL LINE VIA STONINGTON, for BOSTO A and PROVIDENCE.—Inland Routethe shortest and most direct, carrying the Esstern Mail.
The steamers PLYMOUTH ROCK, Capt. Joel Stone, and
C. VANDERBILT, Capt. D. B. Sturis, in consection with the
STONINGTON AND PROVIDENCE and BOSTON AND
PROVIDENCE RAILROADS, leaving New-York daily (Suntagy excepted) from Pier No. 2 North River, first wharf above
Sattery-place, at 6 o'clock p. m., and Stonington at 5:30 p. m., or
an the arrival of the Mail Train which leaves Boston at 5:30 p. m.
The C. VANDERBILT, from New-York, Monday, Wednesday and Friday; from Stonington, Tuesday, Thursday and Satarday.

Priday.

Passengers proceed from Stonington per railroad to Providence and Boston, in the Express Mail Train, reaching said places in dwance of those by other routes, and in ample time for all the arity morning lines, connecting north and east. Passengers that notes it remain on board the steamer, enjoy a night's rest unitarity bed, breakfast if desired, and leave Stonington in the 7 a. a. train, connecting 'at Providence with the 11 a. m. train fer

Soston.

Fare from Previdence to Newport 50 cents.

A baggage-master accompanies the steamer and train through such way.

For passage, berths, state-rooms or freight, apply on board the steamer, or at the Freight Office, Pier No. 2 North River, or at the office, No. 18 Battery-place.

NORTHERN PASSENGER ROUTE by steam-ORTHERN PASSENGER ROUTE by steam-ers FRANCIS SKIDDY and COMMODORE, from foot of Liberty-st., EVERY EVENINO, except Saurday, at 5 o'clock, to Troy, thence via Rensesleer and Saratogs Race Road to White-hall, there taking Lake steamers America, United States, or Ca-nada, for all parts on Lake Champiain, Montreal and Ordenaburg. Pare to Rutland, 43 59; Burlington, 44 75; Plattaburg, \$5 50; Rome's Point, 46 25; Ogdenaburg, 87; Montreal, 48 25. Ap-ply for through tickets at TROY STEAMBOAT OPPICE. Soot of Liberty-st.

NEW-JERSEY RAILROAD- For PHILA DELPHIA and the SOUTH and WEST, via JERSEY CITY.— Mail and Express Lines leave New-York at 7, 9, and 11 a. m., and 4 and 6 p. m. fore, \$43. Through Takets sold for Cinchinati and the West, and for Washington, New-Orleans, and the South, &c., and through bagsage checked to Washington in 7 a. m. and 6 p. m. trails.

a. m. and 6 p m. trains.
J. W. WOODRUFF, Assistant Superintendent.
No baggage will be received for any trains unless delivered and sheeked fifteen minutes in advance of the time of leaving.

ehecked fifteen minutes in advance of the time of reaching.

1859. THE PENNSYLVANIA CENTRAL
Figure 1859. RAILROAD. The capacity of this Eccal is now
senal to any in the country.

THREE THROUGH

EXTWEEN PHILADBLPHIA AND PITTSBURGH,
someoting direct at Philadelphia with through trains from Bossom, New York and all points east, and in the Union depot at
Pittsburgh with through trains for Cinclinant, St. Louis, Clevehand, Chicago, Burlinston, St. Paul's, Indianapolis, Louisville,
New-Orleans, and all intermediate points in Ohio, Indiana, Illnois, Kentucky, Michigan, Wisconsin, Minnesota, Missouri, Kansas and Nebraska—thus furnishing facilities for the transportation of passengers unsurpassed for speed and comfort by any other
route.

Express and Fast Liners ran through to Pittsburgh without

Express and Fast Liners ran through to Finaburgh without shanes of cars or conductors.

SMOKING CARS are attached to each train. Woodraff's ELEFING CARS to Express and Fast Trains. THE EXPLESS RINS DALLY; Mail and Fast Line, Sundays excepted. Mail Train leaves Philadelphia at. 7:15-a m. Fast Line leaves Philadelphia at. 11:59-a m. Express Train leaves Philadelphia at. 11:59-a m. Express Train leaves Philadelphia at. 10:59 p. m. Bix Daily Trains between New-York and Findsdelphia; Twe Bally Trains between New-York and Findsdelphia; Twe Bally Trains between New-York and Findsdelphia; Twe Bally Trains between New-York and Boxton. Through Tickets (SR Rail) are good on either of the above trains.

SOAT TICKETS from Boxton are good via Norwich, Fall librar or Norwington line.

(all Rail) are good on either of the above trains.

BOAT TICKETS from Boston are good via Norwich, Fall shave or Storington line.

Passengers from Washington City have two daily trains from Saitimore, connecting at Harriaburg for all points West—leaving Saitimore, connecting at Harriaburg for all points West—leaving Saitimore at — a. m. and — p. m.

Fassengers for Sunbury, Williamsport, Elmira, Buffalo, Niagars Falls, and intermediate points, leaving Paliadeiphia West—leaving Halls, and intermediate points, leaving Paliadeiphia at 7:15 a. m. and 11:30 a. m., go directly through.

Tickets Eastward at any of the important Railroad offices in the West; also, on board any of the important Railroad offices in the West; also, on board any of the important Railroad offices in the West; also, on board any of the important Railroad offices in the West; also, on board any of the Prints Railroad offices in the West; also, on board any of the important Railroad offices in the West and the Sailroad to Chicago make this the BIRECT LINE BETWEEN THE EAST AND THE BIRECT LINE BETWEEN THE EAST AND THE GREAT NORTH-WEST.

The connecting of tracks by the Railroad Bridge at Pittsburgh proiding all drayage or ferriage of Freight, together with the avoing of time, are advantages readily appreciated by shippers of breight and the traveling public.

By this roote, freights of all descriptions can be forwarded from Paliadelphia, New Tock. Boaton, or Baltimore, to any potat on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Missouri, Kanssa, Arkanses and Eed Rivers; and at Cleveland, Sandusky and Chicago with steamers to all ports on the North-Western Lakes.

Merchants and Shippers intrusting the transportation of the Frengelyania Railroad are at all times as favorable as are changed remained.

Merchants and Shippers in Indianal States on the Speedy transit.

THE RATES OF FREIGHT to any point in the West by the Fennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies.

Be particular to mark packages "via Fenn. R. R." Merchants in the West ordering goods from the East will derestly the them to be shipped by this route.

For Freight Contracts or Shipping Directions, apply to or self-transished of the following Agents of the Company; farse silhed of the following Agents of the Company; farse silhed of the following Agents of the Company; for Freight Contracts or Shipping Directions, apply to or self-transished of the following Agents of the Company; farse silhed of the following Agents of the Company; farse silhed, Ohio; J. J. Johnston, Eipley, Ohio; R. McNeely, Mayerille, Ohio; J. J. Johnston, Eipley, Ohio; R. McNeely, Mayerille, Ohio; J. J. Johnston, Eipley, Ohio; R. McNeely, Mayerille, Ohio; J. C. McNeely, Mayerille, S. Ormsby & Cropper, Fortamouth, Ohio; Paddook & Co., Jedersonville, Ind.; H. W. Brown & Co., Chectmant, Ohio; Athern & Hibbert, Chocimat, Ohio; R. C. Meidrum, Madisea, and J. William Singham, Lociaville, Ky.; P. G. O'Riey & Co., Evansville, Ind.; N. W. Graham & Co., Chickero, Ill.; E. Fang, St. Louis, Mo.; John H. Harris, Nashville, Teen; Harris & Hout, Memphis, Teen; Clark & Co., Chicago, Ill.; W. H. H. Houth, Memphis, Teen; Clark & Co., Chicago, Ill.; W. H. H. Farish Agents of Railroads at different points in the West. Freight Agents of Railroads at different points in the West. Freight Agents of Railroads at different points in the West. Freight Agents of Railroads at different points of this Company at Ind it to their interest to call on the Agents of this Company at Ind it to their interest to call on the Agents of this Company at Ind.

on.

E. J. SNEEDER, Philadelphia.

E. J. SNEEDER, Philadelphia.

BAGRAW & KOONS, No. 20 North-et., Baltimore.

MAGRAW & KOONS, No. 20 North-et., Baltimore.

LEECH & Co., No. 5 Kilby-et., Booten.

LEECH & Co., No. 5 Kilby-et., Booten.

H. H. HOUSTON, General Freight Agent, Philadelphia.

For through tickets apply at the office, No. 2 Actor House.

For through tickets apply at the office, No. 2 Actor House. L. L. HOUPT, General Ticket Agent, Phi T. A. SCOTT, General Superintendent, Alter

FOR BOSTON and PROVIDENCE via NEW PORT and PALL RIVER.—The spiradid and superior scanner METROPOLIS, Capt. Brown, leaves New-York every TUESDAY, THURSDAY and SATURDAY and oblock p. m. and the EMPIRE STATE, Capt. Braycon, on MONDAY, WEDNESDAY and PRIDAY as 5 o'clock p. m., from Pier He IN. R.

Re-sevarior no rooms will be regarded as secured to any appli-until the same shall have been paid for, eight to Boston is forwarded through with great dispatch by learner Points Train an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West-st.

CENTRAL RAILROAD of NEW-JERSEYwanns and Western Reibroad, and at Easton with the Lehigh Valley Railroad.

SUMMER ARRAGEMENTS—Commencing May 18,1859. Leaves New-York for Easton and Intermediate places from Fire No. 2, North River, at 7:39 and 11:45 a.m., and at 4 p.m., for Somer-ville by the above trains, and at 54 p.m., the above trains connect at Ethanbeth with trains on the New-Jerey Railroad, which leave New-York from foot of Courtiantiett, at 7:40 and H. m., and 4 and 5 p.m.

The 11:45 a.m. train from New-York makes a close connection at Easton with the Lehigh Valley Railroad, and thence via East Pennsylvants Railroad to Reading without charge of cars, and connects at Reading direct for Potteville and Harrisburg. Passengers for the Delaware, Lackswanns and Western Railroad will leave at 7:39 a.m. only; for Lehigh Valley Railroad at 7:50 a.m. and 11:45 only.

m. and 11:45 only. JOHN O. STERNS, Superintendent

NEW-YORK and HARLEM RAILROAD. NEW-YORK and HARLEM RAILROAD.

SUMMER ARRANGEMENT.

On and after Wednesday, June 1, 1809, trains will leave 28thd station, New-Fork, as follows:

For White Plains-6-17-45 and 2:30 a. m.; 2:30 and 8:30 g. m.

For White Plains-6-15 p. m. from White and Centre-sta.

For Dover Plains-4:30 p. m.

For Albany-8:30 a. m., Mail Train.

Returning will leave

Dover Plains 5:30.

Dover Flains, 5:30 a. m., 13:50 and 5:30 p. m. White Flains, 5:00 and 7:30 a. m.; 3:50 and 5:30 p. m. Williamsbridge, 5:40 and 9:30 a. m.; 1:00 and 5 p. m. Albany, 11:30 a. m., Mail Train.

W. J. CAMPBELL, Superintendent.

HUDSON RIVER RAILROAD.-From July UDSON RIVER RAILROAD.—From July 6, 1856, TRAINS will leave Chamber-st. Station as follows: Express Trains, 6 and 11 a. m., and 5 p. m. For Had too, 3:20 p.m.; for Sing Sing, 9:45 am, and 4 and 10:20 p.m.; for Foughkeepele, 7:15 a. m. and 1:15 p. m.; for Tarrytown, 2:45 and 1:45 p. m.; for Peckskill, 5:30 p. m. The Hudson, Foughkeepele, Peckskill, Sing and Tarrytown Trains stop at most of the way stations. Fassengers taken at Chambers, Canal, Christopher and Sixt-eta. Trains for New-York leave Troy at 4:45 and 3:34 m., and 3:45 p. m.; and Albany about 15 minutes later. On Sundays at 6 p. m.

Aledical.

32 HEALTH OF AMERICAN 32

The great value of the GRAEFENBERG MEDICINES is guaranteed by testimonials from the most distinguished men in the country, whose names—and the evidence of genuine character -are at the service of any person interested. testimonials from the GOVERNORS OF TWO STATES. The of the Surgeon-in-Chief of BELLEVUE HOSPITAL. Many clergymen, including the Rev. N. BANGS, D. D., THE HEAD OF THE METHODIST CHURCH. The STATE CHEMIST and ASSAYER of the State of Massachusetts. The MAYOR OF NEW-YORK CITY. UNITED STATES COMMISSIONER to Great Britain. The PROPRIETOR of BARNUM'S MUSE-UM. And many other public men, together with editorial no-tices from the leading journals in the country.

Convincing and managements arguments have been addressed to the leading Physicians and Surgeons of the day, prominent among whom were: Dr. Valentine Mott, President and Professor of Surgery.

Dr. Edward H. Dixon, Editor of Scalpel and Operating

Dr. G. S. Bedford, Professor of Diseases of Women, New-York University.

Dr. Willard Parker, President of Academy of Medicine. Dr. J. Marion Simms, Head of Women's Hospital, New-York.
Dr. Lewis A. Sayre, Head of Bellevne Hospital, New-York.

WW Many patients, especially those suffering from Pemale Complaints, who have been unsuccessfully treated by most of the above-named physicians, have been entirely cured by the Graefenberg treatment within a few months.

Dr. John C. Cheesman, Professor of Diseases of Women, New

From The New-York Tribune. The Graefenberg Family Remedies are most reliable. In the universal and distressing diseases of Women, the remedies are gentle, judicious, and surely effective.

From The New-York News. The high moral character of the gentlemen of the Graefenberg Company, and the medical skill of the consulting physician (Dr. Bridge), should induce entire confidence in their preparations. From The New-York Daily Times.

The Graefenberg Company have relitted their rooms, so that every accommodation is afforded those who desire the personal advice of the consulting physician. All invalids, and strangers risiting the city, who require professional advice, had better call upon him. Dr. Bridge is a regular physician of fine attainm and of great judgment and discrimination in the treatment of

All of the GRAPFENBERG FAMILY MEDICINES are for

THE GRAFFENBERG MARSHALL'S UTERINE CA-THOLICON
is offered as a certain cure for all female monthly irregulari

weakness, tumors, ulceration, inflammation, whites, falling and other local derangements of the uterine organs, as well as the constitutional troubles arising from them. To Especially where any of the following symptoms are

Irregularities-Weakness-Faintings-Derauged Appetite-Sallow Complexion-Pain in the Back and Kidneys-Chills-Cold Hands and Feet-Bloatings-Feverishness-Neuralgia-

Dizziness-Nervousness-Headache-Restlessness-Disturbed Sleep-Flushes of Heat-General Pain-Crawling and Pain in the Spine and between the Shoulders-

Nauses-Indigestion-Difficult Passing of Urine with Heat or Smarting-Itching, burning or Irritation in the Uterine Organs-Nightmare-Despair-Hysterics-Anxiety-

Red Face Nervous Twitching Starting Constipation Irritable Temper Sadness Deprayed Appetite Flatulence Bloated and Irregular Bowels Unpleasant Dreams—Pains in the Uterine Organs— Numbness and Pains in the Limbs—

Loss of Memory-Bewilderment-Soreness in the Feet-Pain in the Back. The above symptoms are not usually met with in any one saw. The accret sympatics to the first difficulties, and show that the better accompany local wterine difficulties, and show that the peneral system is sympathizing with and becoming debilitated by the local trouble. In all such cases an immediate resort to the

remedy will restore health. All suppressions in young girls, and the cough and decline so commonly attending them in the young, are relieved quickly and surely by the Catholicon. Price of THE GRAFFENSERG MARSWALL'S UTERINE CATROL.

ent salely by express.

Address JOSHUA F. BRIDGE, M. D., Secretary and Comulting Physician Graefenberg Company, No. 32 PARK-ROW,

CAUTION. A AN ARTICLE WHOLLY UNAUTHORIZED, NEARLY RESEXULING HIS IN NAME AND LABEL, HAS BEEN PUT IN CIRCULATION.

Insalide throughout the country may address Dr. Bridge concerning their health with perfect confidence.

If medicines are not ordered, and an extended opinion is equired, the letter must contain one dollar to insure a reply.

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HOURS 9 TO 1 AND 3 TO 4.

[37] Those suffering from any acute or chronic complaint, and ladies who are troubled with any of the complaints incident to their sex, or those who are troubled with any malignant disease, or suffering from the effects of previous improper treatment, are invited to call at the convulting rooms of the Graefenberg Company, No. 32 Park-row, Now-York.

THE GRAEFENBERC VEGETABLE PILLS (price 25 cents a box), are superior to any others in the world for Billions Complaints, Asthma, Constipation, Dyspepsia, Erysipelas; Low, ervous and Simple Fevers; Gustric Fevers, Gripes, Heartburn, Headache, Indigestion, Hysteries, Liver Complaints, Nervous Disorders, Neuralgia, Rheumatism, and all diseases arising from

BURDSALL'S ARNICA LINIMENT FOR BURDSALL ARNICA LINIBERT FOR BURNS.

READ THE EVIDENCE.

My daughter was scaided with hot water to such an extent that my physician said she must die. I bathed her freely with Arnica Limment, which rave instant relief. I continued its use, and am happy to say she is perfectly well, and not scarred.

CHARLES F. SONNEBORN, Stationer, No. 142 Nassal et.

For sale at No. 34 Beekman-st., New-York.

SURE CURE for PILES.—The Medicine SURE CURE for PILES.—The Medicine which the proprietor now offers to the public has been tested for more than ten years by physicians and others, and has in every case proved a certain care for the above disease. For that troublesome fitching with which many are affirted, and which other remedies have failed to cure, this gives immediate relief. So thoroughly has it been tested that the subscriber has been induced to bring it before the public, and warrant a perfect cure in every cure. In case of failure, the money will be refunded to the purchaser, Prepared by HENRY D. FOWLE, No. 71 Prince-st., Boston. Sold wholeasle and retail by HEGEMAN & Co., and by Druggists generally. Certificates accompany each bottle

Water Enre.

DR. E. J. LOWENTHAL'S WATER-CURE and GYMNASIUM.—Hetel accommodations for Translent Fernance; Bearders. No. 110 Bleecher et., New-York.

Legal Notices.

IN PURSUANCE of an order of the Surrogate of The Control of the Streeghts of the Streeghts of the County of New York, notice is hereby given to all persons having claims against MARCIA ABBE, late of Rockland, in the State of Mistre, deceased, to present the same, with rouchest thereof, to the subscriber, at the office of HENRY P. FESSENDEN, at No. 70 Wall-street, in the City of New York, on or before the fourteeath day of January next.—Dated New York, the eleventh day of July, 1950.

SAMUEL C. FESSENDEN, Administrator, 1913 lawford W.

N PURSUANCE of an order of Roswell C. Reinard, esc., Surneste of the County of King, notice is hereby diven, according to law, to all persons having claims against CARMAN A. SIMONSON, late of the City of Brooklyn, deceased, that they are required to exhibit the same, with the venthers thereof, to the subscribers, the Executors, at the residence of law C. L. per, No. 77 Middagh-tt, Brooklyn, or No. 67 Pulton Market, in the City of New York, on or before the 12th day of Janoary next.—Dated July 5, 1339.

SARAH ANN SIMONSON, Executors.

NOTICE is hereby given of the application of NOTICE is hereby given of the application of JOSE M. PIE, an incleant debott, for his discharge from imprisonment, pursuant to the provisions of the flevised Statutes, concerning "Voluntary assignments by an insolvent, for the purpose of calonerating his person from imprisonment" and that an order was granted by the Supreme Court, on the likh day of July, 1856, returnable the Bitch day of September neat, at 10 ofclock in the foremon of that day, at the City Hall, in the City of New York, for the creditors of said Jose M. Pie, to show cause, if any they had, why the said insolvent should not be discharged, according to the prayer of his petition; which said order and petition was filed with the Clerk of said Court, the lith day of July, 1858.

ADDISON SANFORD, Antorney for Insolvent, j713 lawlowW.

No. 362 Broadway, New York.

N. Y. SUPREME COURT.—City and County Y. SUPREME COURT.—City and County of New-York.—THOMAS J. RICE scainst JOHN GRIFFITH, WILLIAM ROBERTS and GEORGE KILLION.—
Sum mons for a money demand on contract. [Cost. not served.]
To the defendants above mamed: You are hereby summoned and
required to snewer the complaint in this action, which will be
filed in the office of the Clerk of the City and County of NewYork, at the City Hall in the City of New-York, and to serve a
copy of your answer to the said complaint on the subscribers, at
their office, No. III Breatway, in the City of New-York, within
twenty days after the service of this summons on you, exclusive
of the day of such service; and if you fall to answer the said
complaint within the time aforesaid, the plaintiff in this action
will take jodament against you for the sum of one hundred and
thirty-one Sellod of lists, with interest from March 5, 1839, be
side the costs of this action — Dated New York, March 12, 1839.

BARNEY, BUTLER & PARNONS, Plaintiff's Attorneys.

The complaint in the above entitled action was filed in the
office of the Clerk of the City and County of New-York aforesaid on the 8th day of August, 1839.

DANNEY RUTLYR & PARNONS, Plaintiff's Attorneys.

on the 9th day of August, 1859.
BARNEY, BUTLER & PARSONS, Plaintiff's Attorneys.

SUPREME COURT.-In the Matter of the CUPREME COURT.—In the Matter of the
ASTOR BANK—Notice is hereby given, that I require all
CREDITORS of the ASTOR BANK to exhibit and establish
their demands before me, as the Market Bank, corner of Pearl
and Beckmanests. New-York, within thirty days from the date
hereof.—Dated New-York, Aug. 18, 1859.

ROBERT H. HAYDOCK,
Receiver of the Astor Bank.
WAKEMAN & LATTING, Attorneys for Receiver, No. 59
Fulton-st., New-York.

SUPREME COURT, COUNTY OF QUEENS, CUPREME COURT, COUNTY OF QUEENS,

— Edward W. Bradley at. Charles F. Doy, Daniel F. Chilaon, Mardalena Boerum, and Sylvanus S. Smith, Warren Mitchell, and R. S. Thorne, Executors, &c., of the last will and bestament of John T. Mitchell decreased, summons for relief (com. not
served): To the Defendants: You are hereby summoned and required to answer the complaint in this action, which was filed in
the office of the Clerk of the County of Queens, at Jamaica, Long
Island, on the 14th day of March, 1877, and to serve a copy of your
answer to the said complaint on the subscribers, at their office, No.
22 Broadway, in the city of New-York within twenty days after
the service of this summons on you, exclusive of the day of such
service; and if you fait to answer the said complaint within the
time aforemid, the Pisniff in this action will apply to the Court
for the relief demanded in the complaint.—Dated New-York,
March 16th 1857.

SUPREME COURT, COUNTY OF CATTA-SUPREME COURT, COUNTY OF CATTABARUGIS.—ENOS H. SOUTHWICK, Zines Howe and
Mailds E. Howe, Excentors of the last Will of Chester Howe,
deceased; against JOSEPH SKINNER, Svan Skinner, The
Fresident, Directors, and Company of the Chautaque County
Bank, Hiram Harth isaa C. Croloot, Warren B. Gillet, Charles C.
Hull and Jehn Mentsomery, Adm.—Summons for Bellef.—To the
above named Defendants: You are hereby summoned to
answer the complaint of the above named Plaintiffs which was
filed in the Clerk's Office of Cattarrangus County on the 6th day of
June 1859, and to serve a copy of your answer on the subseriber at Randolph N. Y., within twenty days after the service
of this summons, exclusive of the day of service; and if you fall
to answer said complaint, as hereby nequired, the Plaintiff wall
apply to the Court for the relief demanded in the complaint.

1377 law6wW ALEX SHELDON, Plaintiff valtorny.

SUPREME COURT-Cattaraugus County.-Suney Martin agt. George Chamberlein, Ence C. Brooks, administrator, and Lucy B., Howard, Bettey Edson, Elizabet Kingmun, Fideita Chase, Anthony Chase, Lucy Stone, George B. Stone, Melvina Brown, Samuel A. Brown, Nathanile Edson, it, Leander Borden, Evelyn Borden, Lawrence Borden, Inca Borden, Erie Borden, Leander Edson, Edward Edson, Joann Edson, Fideita Ecson, Nathanile Edson, and Josiah Kingman.

To the above named defendants: You are hereby summoned to answer the complaint of Stanley Martin, plaintiff, which was filed in the office of the Clerk of Cattaragus County, New York June 9, 1859, and to serve a capy of your answer on the

filed in the office of the Clerk of Cattaraurus County, New-York, June 9, 1829, and to serve a copy of your answer on the subscriber, at Hinsdale, Cattaraurus County, New-York, within twenty days after the service of this summons, exclusive of the day of service, or the plaintif will apply to the Court for the re-lief demanded in the complaint.

A. STORRS, Plaintiff's Attorney.

New-York Daily Tribune

TWO NATIONAL AGRICULTURAL SOCIETIES.

The prize list for the Seventh Annual Exhibition of the United States Agricultural Society, to be held at Chicago on the 12th, 13th, 14th, 15th, 16th and 17th of September, is published in The Journal of Agriculture for July. The total amount of money pre miums is not far from fifteen thousand dollars, beside which there are a great number of silver and bronze medals offered for implements; and one grand gold medal of honor for a substitute for the plow, which shall prove effective in every respect.

This, it must be acknowledged, is a very liberal schedule, and can do no otherwise than provoke a vast amount of competition in the several classes of Animals, Implements, Products and Manufactures One feature in the Society's list might be profitably adopted by our various State Societies, viz:

adopted by our various State Soutelies, viz:

Chas 122—Premium for Reporters.—The papers or periodicals containing reports of the Exhibition and meetings at Calcago, must be sent to the Secretary's office at Washington, before October I. Reports of other Exhibitions must be sent before December I. Published reports of the National Exhibition at Chicago, lst promium, silver medal. Published reports of the National Exhibition at Chicago, 2d premium, bronze medal. Best published reports of any State Exhibition for 1829, bronze medal. Best manuscript report of Exhibitions in any State for 1829, bronze medal. Best phonographic or short-hand reporting at the "farmers' talks" at Chicago, bronze medal.

The ability to report an agricultural show in such a manner that the public shall be benefited, and the journal continue to be relied upon in this department is one which has not been sufficiently cultivated, and an adoption of the above class of prizes by all our Societies would result in much good, not only to the cause of agricultural progress, but directly to the

Societies and journals themselves.

That our readers may form an idea of the great disadvantages under which our National Society is la boring, as compared with the great English Society, we give a sketch of the history and condition of each.

The Royal Agricultural Society of England, which may at this time be fairly counted as the leading agricultural association of the world, was established in 1838, under the name of the "English Agricultural Society," by a number of noblemen, landed proprietors, manufacturers and others; but having obtained the patronage of Queen Victoria and her royal charter in the year 1840, the title of the Society was changed to that which it now bears. The officers were a Presdent. twelve Trustees, twelve Vice-Presidents, Governors, Secretary, and members. The President, Trustees and Vice-Presidents were elected from the Governors; the latter paying an annual subscription of £5, while members paid £1, each having the privilege of compounding for life by the payment of ten yearly subscriptions in one sum. At the time of the first report of the Executive Committee, in 1838, there were 206 Governors, of whom 68 were Life Governors, and 138 annual subscribers of £5 each. There were beside 484 members, of whom 46 were life members, and 438 annual subscribers, making a total of 690-an increase of 224 in less than a year. The sum received for subscriptions had been £3,739, and there had been expended £676 13/7, leaving a balance of £3,062 6/5 in hand, and outstanding sub-scriptions of £1,196. The income of the Society arising from annual subscriptions amounted to £1,128. The expenses were confined to salaries, taxes and office expenses of various kinds, rent, &c.; beside which prizes of £10 and £20 and gold medals were offered for essays on general agricultural topics. The Duke of Richmond was the first President, and among the first Board of Trustees were the Dukes of Rutland, Grafton and Sutherland, Earl Spencer, Sir James Graham, Sir Peter Lawley, and other distinguished men. On the 17th of July, 1839, the Society held a show at Oxford, offering prizes for cattle to the amount of \$4,700, or £940. This first show was attended by between two and three thousand "eminent "cultivators of the soil, breeders of stock, or friends

generally to the advance of husbandry. The only prizes offered for implemente were the large

gold medal awarded to Mesars. Ransomes, the great | but it is clumsily made, and frequently requires the I pawich firm, " who sent eix tuns of implements to the services of one or two men, beside the driver, to free show;" one silver medal for a plow; one for a manare drill; one for a corn-dressing (or threshing) machine, and £5 in money for a "paddle plow for raising potatoes." The receipts of this meeting were £283 19e. 7d., or about \$1,500, above all expenses, as is shown by the following curious balance sheet:

Sale of 2,385 tickets for the dinners. 21,150 10
Receipts for admission to grounds. 1,235 14
Mem. 2,317 tickets sold a 10c. 51,155 10c.
66 issued to Judges, visitors and Reportreceipts for admission to grounds. 51,155 10c.
56 issued to Judges, visitors and ReportTotal. 2,355
Balance a count.£2,688 3 3 allowance.

For building and fitting up of room; extra fitting up the cloisers, hothding £30 for lighting, and for tan-strewing the High street, and removing the same, and beer for the men.

For canvas-covering the building.

Freight and carriage.

Printing tickets.

Incidental expenses. Printing to the process of the process of the paid for its paid for its paid for expenses.

Paid for inclosing yare, and beer for the men.

Paid for recting pens, and beer for the men.

Paid for me of yard, and forage. Printing, advertisements, &c..... £2 688 3 9 The inhabitants of the city at which the Show is to

be held are now invariably required to pay a definite sum into the treasury of the Society, and beside are accustemed to offer a considerable amount in local

With all the prestige of great names and influence to support it, and the finest stock and implements in the world to exhibit, this great Royal Society whose shadow now covers the whole earth, was unable to draw a crowd of more than two thousand persons. Its annual income was then something like fifteen thousand dollars, and its funded property not far from \$23,600. The moderate success of the Oxford meeting did not discourage them, for they had enough money on hand to more than pay their current expenses, including a liberal salary to their Secretary, and to offer good prizes for those agricultural essays that have centributed so much to its fame and the world's ad-

vantage. Marching steadily along, becoming more and more popular each year, and richer as it grew more popular, doing many praiseworthy things for the agriculture of England in all its departments, it has kept on its way until, in 1857, we find the Society in possession of a funded property of £9,264, or \$46,000, and a year'y gross income of \$64,000. The expenses of the Chelmsford meeting in 1856 alone were £5,676, or over \$28,000. The prizes offered at the Chester Show last

year were.
 were.
 £1,424

 For Live Stock of all kinds.
 £1,424

 Implements and Machinery
 286

 Steam Cultivator.
 500

 Sundrick.
 9
 Total.....£2,199

or, about ten thousand dollars. Beside this, the citizens of Chester offered prizes for cheese, cattle, perses and sheep to the amount of \$6,400. The Society gave 21 silver medals for miscellaneous articles. Now as there has been much carping in this country as to the course of our own National Agricultural Society, and no lack of persons to suggest that it has done nothing to entitle it to public support, let us look

a moment at its origin and acts.

In 1852, a Convention, called by several State Agricultural societies, assembled at the Smithsonian Institution for the purpose of organizing a national society. This end was accomplished, and provisions were at once made to hold a National Fair. The Hon. Marshall P. Wilder, elected to the Presidency, entered into the affair with great zeal, and his efforts were successful. The third fair held at Boston attracted a crowd of 40,000 persons in a single day; and the fourth at Philadelphia, a much larger concourse, estimated even as high as 75,000, on one day of the exhibition. The breeders of blooded cattle have transported their most valuable animals hundreds of miles to compete for the Seciety's prizes, and displays of sgricultural implements have been made so large as to cover acres of ground. The disburse premiums and expenses have amounted to \$112,000 since the first organization of the Society, the whole of which large sum has been received at the gates of the show grounds. The Society held at Syracuse, in this State, a field trial of reapers and mowers on a greater scale than any which has preceded or succeeded it, and which would have been much larger had all the manufacturers who declared their intention to compete, had the courage to enter the lists. Mistakes were undoubtedly made in the manegement of that trial, but so much information of real practical value was elicited, that it must necessarily be regarded as a great public benefit. The Society charges but \$10 for life, and \$2 for annual membership, and even at these b supported as to be compelled to rely upon its exhibitions for money to pay its meager office expenses, and has not accumulated sufficient funds to even offer

money prizes for agricultural essays. Before, therefore, any comparison is made between its achievements and those of its English cotemporary, we should consider the different circumstances under which they commenced and have con-

tinued their operations. The one has worked under the auspices of a Royal Charter, the patronage of powerful nobles of the realm, the assistance of the most active and wealthy manufacturers and farmers, and with a capital and income which have not only placed its existence beyond contingencies, but enabled it to employ the most ecientific men in Europe to contribute to its journal. The other, relying upon the caprice of the public, and quite at the mercy of vicissitudes of weather and the exigencies of trade for its life, has struggled from its very birth under a load of difficulty which would have appalled the supporters of its trans-Atlantic rival. That it still lives, and is preparing to hold its monster exhibition at Chicago, is a cause for thankfulness. It may be that too much clap-trap has been used to increase its prestige; but it is claimed that otherwise it could not have met its pecuniary liabilities. We venture to say that, if the public were ready to subscribe sufficient money to make it independent, we should hear no more of its caring more for display than the improvement of agriculture. Americans are quite unwilling to acknowledge that they can be excelled by Englishmen in anything; but they can bardly expect that our national agricultural society, without funded capital to base its operations upon, should accomplish more than one tenth as much as that whose prosperous condition we have thus cursorily considered

OUR AGRICULTURAL TOOLS ABROAD.

In a recent letter of our Paris correspondent it was announced that at a great trial of reaping-machines at the Emperor's farm at Fonillense, all three of the prizes for foreign machines were won by American machines. The official account of the trial, since received, shows that forty-five machines were announced, but twenty-five only offered on the ground for trial. Lots of wheat and oats of equal area had previously been surveyed and staked out, and at a signal the machines were started in order. The jury, after due trial, awarded the 1st prize, of 1,000 francs (\$200) and gold medal, to Bargess & Key's improved McCormick machine; the 2d prize, of 500 france and silver medal, to Walter A. Wood of Hoosick Falls, N. Y., for his improved Manny machine; and the 3d prize, of 300 rance and bronze medal, to Robert & Co. of Paris. for their improved Manny machine. The Burgess & Key improvement consists in having

screws around them, so placed on an incline behind the cutter-bar, that the cut grain is worked sidewise, and by another cylinder twisted, so that on touching the ground, the butts lie toward the machine, and the grain is in a continuous swath, ready for raking. We had frequent opportunity of seeing this machine at work in England and on the continent of Europe last Summer. It does at times very good work, sometimes as rapidly as two seres per hour, I

hollow wooden cylinders, with tin Archimedian

the cylinders, when the crop is wet or badly lodged. We believe it may be made a better self raker than any other in use. The Wood-Manny machine has been received with favor in Great Britain, two hundred having been sold this year and last by Mr. Cranston, the foreign agent, in fiftgen months. We desire to caution the inventors of agricultural implements against risking much in sending their goods to Europe. There can be no question but that many of our farm tools are more effective than those in use in England, but the prejudices of English farmers must not be forgotten, nor the peculiarities of their case. Farmers here buy new tools because they like their appearance and judge they will do good work; farmers in England do not. They wait for Lord this one, or the Duke of so and-so, to spend their money in experiment, and after all, die with solemn injus tions on their grandchildren not to try new-fangled tools. Hence, although American farm tools were glorified in the illustrious success of McCormick, in 1851, there have not been sold in all Europe up to the present time as many reapers as McCormick will have sold this year from his shop at Chicago; so, although Amerian genius has been crowned afresh by the hands of his Majesty Napoleon III., our inventors have no cause to corclude there from that a new forture awaits their first shipmen of implements to France. An instructive chapter might be written on the failures of American inventions in Europe; not because many of them were not first-rate, but because Europe is far behind us in the ease with which it accommodates itself to new tools. New and then we hear of some fortunate man who does well with his invention, but many more waste their money in vain attempts to introduce American tools abroad. Taking into account all who would purchase American tools in England within ten years, the whole country may fairly be set down as equal to one of our second class States -no more and no less. Beside the home trade, there is a certain exportation to the Colonies, but for those places goods might as well be sent from this country. Already a coasiderable trade has arisen between the United States and South Africa, and Australia, and to some extent with India.

-old tools used, and old systems in vogue in most of the Departments; and while the Emperor is making strenuous efforts to improve their breeds of cattle and their farm practices, there is very little disposition to use our effective instruments of tillage. In Belgium, things are not much better. Burgess & Key have had their machine patented there four years, and yet their agent had succeeded a year ago in getting into use only a single machine. Two others had been made, one of which was at the factory, and the other at Brussels, in the Government Museum. There was but one mowing-machine in the country, and thatthe Eagle Machine, made by Nourse, Mason & Co. of Boston-was on the same farm with the reaper.

WISCONSIN WOOL .- The Milwaukee Sentinel estimates the wool crop of that State for 1859 at one million of pounds. The average price is estimated at from 39 to 42 cents a pound. At 41 cents the amount would be \$410,000. Much of the wool was so badly put up that it brought an inferior price, solely from the neglect of the owners. Every farmer in the State could keep a flock of sheep and realize a handsome income from the lambs and wool annually, without restricting his other farming operations. Farmers have been so much given to wheat-growing that the production of other articles has been comparatively neglected.

CONNECTICUT WHEAT .- We have before us a sample of "Napoleon Wheat" (none the better for its name), grown at Windsorville, Conn., which is as handsome, both in the heads and grain, as any Genesee wheat we have ever seen. It is a white Winter wheat, almost free of beards, and has apparently s very thin coat of bran, and of course will weigh heavy. If such wheat as this can be grown in that State, it is time it should do it to an extent that would make the people a little more independent of the West for bread.

AN AGRICULTURAL JOWRNAL IN OREGON .- We have before us the twelfth number of The Oregon Farmer, published at Portland, which indicates that an agricultural journal can live in that new State, notwithstanding about half of the population are engaged in digging gold and hunting Indians and other wild game. It is stated in the number before us that Lawton blackberry plants were sold there last Spring at \$200 per hundred plants.

THE PENNSYLVANIA STATE FAIR.—The State Agri Show the last week of September at Powelton, upon the ground occupied some years ago for the same pur-

As Awful Retribution.—Some time last Summer a company of Pike's Peakers left Grayville, Ill., for the Kansas gold regions. While traveling through the Indian country on their way out, one of the company, a young man of desperate character, from the vicinity of Grayville, named Haynes, declared his determination to shoot the first Indian he met; and, unhappily, during the day, they overtook on the prairie a defenseless equaw, when he, in mere wanten wickedness, leveled his gun and shot her dead.

His companions were horror stricken at the blood-thirsty deed, but felt that they had no power to punish him. The tribe to which the squaw belonged was not far distant when the deed was perpetrated. They discovered her lifeless body, and saw at once the manner of her death. They pursued the party of Illinois Pike's Peakers, and in a few hours overtook them and demanded to know who had committed the murder.

The company of five or six Peakers found themselves surrounded by nearly 200 enraged Indians, who threatened to immolate the whole party if they did not point out and give up the murderer. To save their own lives, they gave up Haynes to their vengeance. He was taken by the Indians to a distance, while his companions tarried on their route to see what would be his fate.

After a while the Indians returned, with their victim literally flayed alive. They had skinned him from head to foot. The wretched being was still alive when

while his companions tarried on their route to see what would be his fate.

After a while the Indians returned, with their victim literally flayed alive. They had skinned him from head to foot. The wretched being was still alive when brought back to his companions, but in torments worse than hell fire. He lived in agony long enough to tell how he had been tortured, but was soon released by death from unspeak. ble sufferings.

[Louisville Journal, Aug. 18.]

A SISTER OF CHARITT KILLED.—On Saturday after noon a melancholy accident took place on the road near the residence of Chauncey Brooks, eag., which resulted in the death of a Sister of Charity, known as Sister Cyprian. The following are the particulars: The deceased, in company with another lady and the driver of the Mount Hope Hospital carriage, named William, started from that institution for the purpose of visiting the new building now in course of crection on the Frederick road. In going along the road, the animal attached to the vehicle became frightened, and ran off at the top of his speed. The driver exerted himself to curb him, but he was unsuccessful. Anticipating serious consequences if she remained in the carriage, the Sister concluded to jump out, fad, bidding the driver to take care, she jumped from the side. Unfortunately, in jumping, her feet struck an intervening object, causing her to fall upon her head, which struck a rock with such violence as to fracture her skull. The driver was soon by her side, ready to afford any possible assistance; but human efforts were of no avail—the spirit had fied, and the good woman was a corpee. She was in the 45th year of her age, regarded as one of the best of nurses, and had been serving as such at the above institution for the last six or seven years. The summons truly was sudden, but doubtless found her prepared. A long life devoted to the canse of suffering humanity, and consecrated to the service of the Master, eminently prepared her for that change which all must experience. The remains of sister Cypri